

# THE ILLUSTRATED LONDON NEWS

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THE BRITISH SOLDIER AS HANDY-MAN: BURNING OUT A FROZEN WATER-MAIN ON THE WESTERN FRONT  
DURING THE COLD SPELL.

While the hard frost lasted on the Western Front the troops had to deal with the same kind of difficulties, in regard to frozen water-pipes, that confront the civilian householder at home on such occasions. In the photograph three men with plumbing tools are seen taking measures to thaw the water in a frozen main in the street of a town. The exact method of procedure is not described in the information supplied with the

photograph, but apparently some inflammable material is wrapped round a section of piping and set on fire, so that the water thus heated flows down into the main. The incident is at once an indication of the difficulties of maintaining the water supply for the Army during the frosty weather, and of the ingenuity with which such difficulties were overcome.

BRITISH OFFICIAL PHOTOGRAPH.

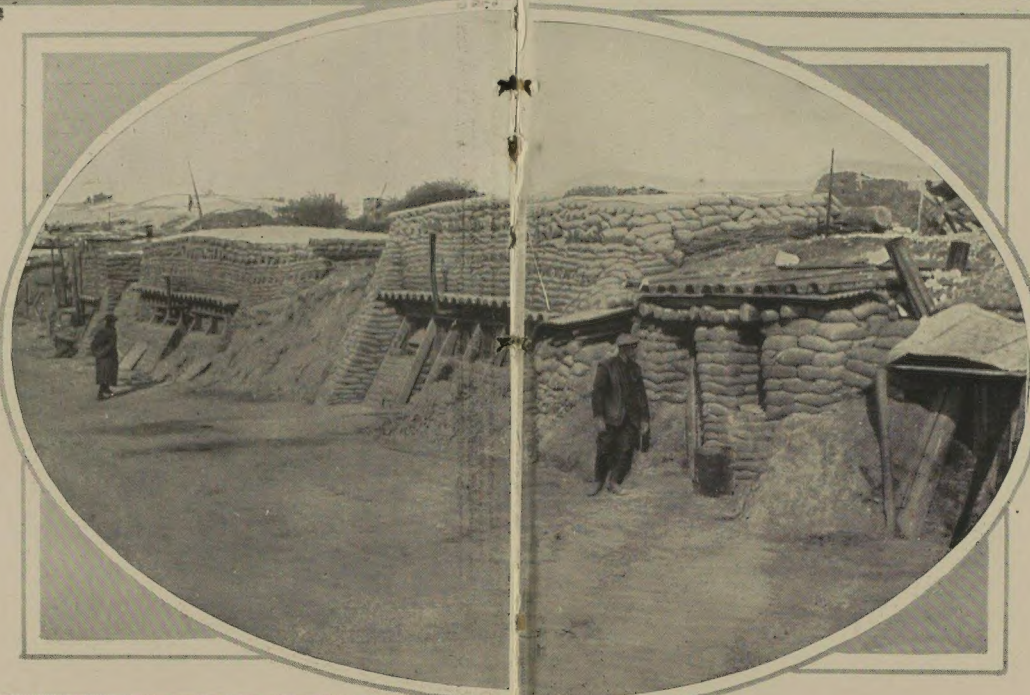


# CAMPAIGNING AGAINST THE FORCES OF KING FROST: SCENES ON THE WESTERN FRONT BEFORE THE THAW.

OFFICIAL PHOTOGRAPHS.



BREAKING THE ICE: BRITISH SOLDIERS GETTING WATER FOR COOKING DURING THE HARD FROST.



SAND-BAG ARCHITECTURE ON THE BRITISH FRONT: SOME "DUG-OUTS" OF PARTICULARLY SOLID CONSTRUCTION.



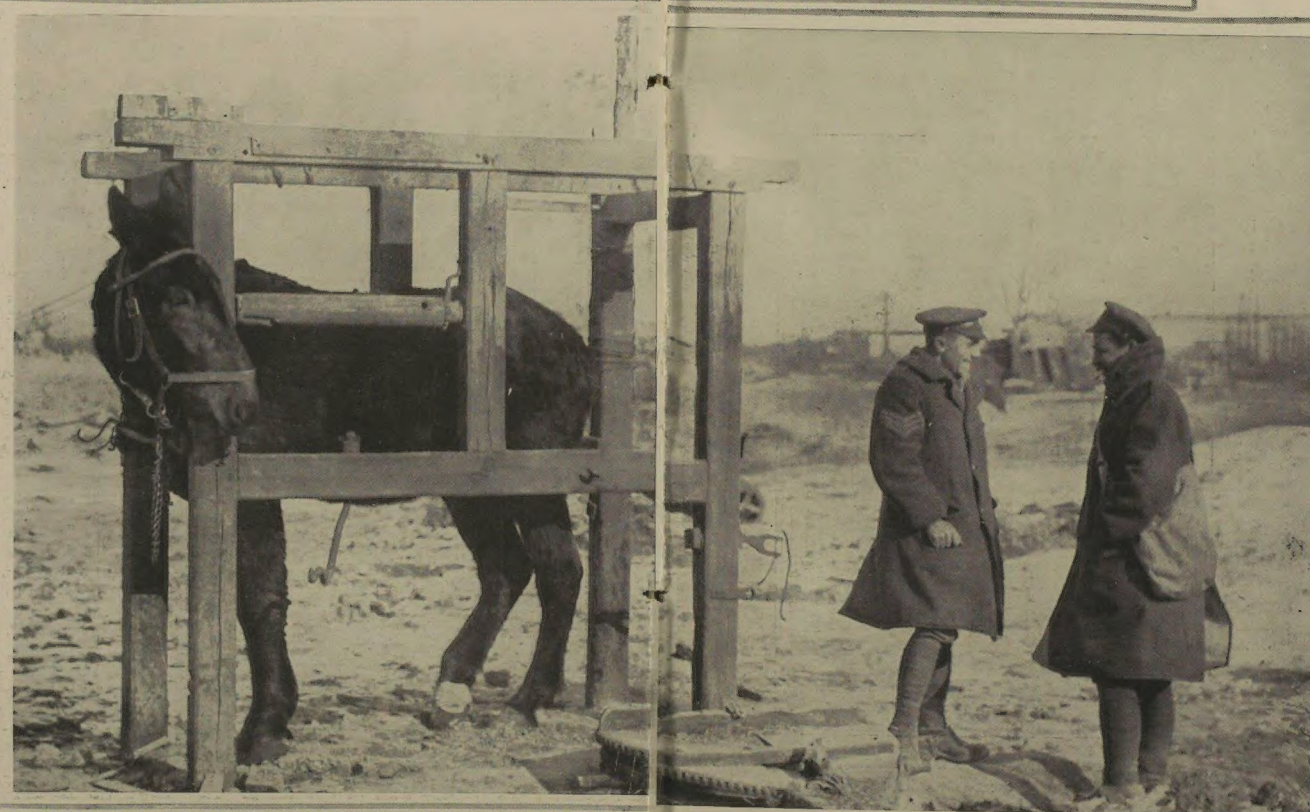
REPLENISHING THE WATER SUPPLY DURING THE FROST: BRITISH SOLDIERS AT AN ICE-HOLE.



CROSSING A CANAL DRY-SHOD: A WORKING PARTY MARCHING ON ICE.



"YOU MAY TAKE A HORSE TO THE WATER..."! SMASHING ICE IN THE TROUGH.



A "VAGABOND IN THE STOCKS," WITH A ROVING EYE: A MULE OF AN INQUIRING TURN OF MIND, WAITING TO BE SHOD.



ALLIES WHO "BROKE THE ICE" LONG AGO: FRENCH AND BRITISH SOLDIERS AT A PUMP.



THE ARTILLERY ACTIVE DESPITE SNOW AND FROST: GUNNERS BRINGING UP SHELLS.

The recent spell of hard frost on the Western Front caused some difficulties in the matter of water supply, but they were cheerfully overcome by the troops, who found the cold both cleaner and more endurable than the slush and rain that preceded it. The frost was so severe that all the quagmires became as hard as iron, shell-holes were full of great chunks of ice, and there were slides along the "duck-walks" of communication-trenches. Even the radiators of motor-cars were frozen, and, of course, many water-pipes in neighbouring towns. At the front water had to be obtained by smashing holes in the ice. This state of things, however, came to an end a little while ago. "There is one item of news

along our front," writes Mr. Philip Gibbs in a recent despatch, "of immense importance to the history of this war. It is thawing! Yesterday when I tramped across a stretch of country close behind our lines . . . there was still snow on the ground, and ice, half a foot deep in the shell-craters, so that this stretch of battlefield looked white and desolate and dreadful. But sure enough the snow was melting and softening the hard earth. Drop by drop the icicles hanging from the overlapping brickwork of bombarded buildings made puddles on the ground." Now, happily, the terrors of winter are no longer added to the hardships of war.

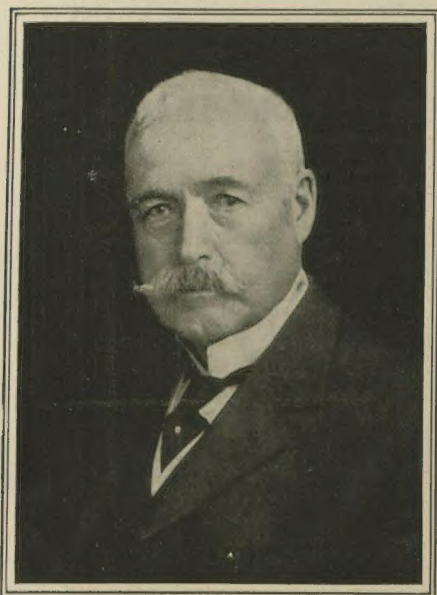




By G. K. CHESTERTON.

IT is due to the able editor of the *Nation*, whose policy I have more than once criticised in this place, to say that his last issue contains the first reply I have found anywhere to a very plain question. It is a question I have put before to the more pacific idealists, and many others have doubtless put it also; but I have never before come upon anything like an answer, or even an attempt at an answer.

Let me say first, for fear of misunderstandings, that I entirely agree with the *Nation* in the ultimate



AN HONORARY PHYSICIAN TO THE KING: THE LATE SURGEON-GENERAL SIR BENJAMIN FRANKLIN, K.C.I.E., I.M.S.

Until very recently, Sir Benjamin Franklin, who died on Saturday last, had been actively engaged in work on behalf of the Red Cross Society, in Pall Mall, and his work in connection with the Roehampton and other hospitals was of the highest value. Sir Benjamin was born in 1844, and was Honorary Physician to Queen Victoria, King Edward, and King George. His son is Major Harold Scott Erskine Franklin, D.S.O.

Photograph by Elliott and Fry.

purpose of its remarks, which is to defend President Wilson from the sneers directed at his long neutrality. I think his conduct quite defensible, but not upon the ground on which the *Nation* defends it. I should defend it, in my superstitious way, upon a quaint and archaic and now quite forgotten principle—the principle that an elected magistrate ought to carry out the desires of those who elected him, and not his own private desires, even when they are noble and disinterested desires. According to this outworn creed, a trustee is not allowed to give away the funds confided to him to a Mission for the Conversion of the Cannibal Islands; and the President had a right to remain neutral while he thought America wished to be neutral. If the President had entered the Alliance from the first, we might have gained a strong navy or even a strong army, but we should have lost a strong argument. The Germans would simply have counted him as one of the “conspirators” against Germany; but even the Germans can hardly expect the world to believe that a conspirator would begin to conspire so long after the event.

The *Nation*, however, raises a much disputable point. It tries to justify the President's doubts, not as I do in connection with the purely national duties of his office, but in connection with those international duties which are supposed to be his personal dreams. In other words, the *Nation* tries to answer the question I have occasionally asked here: How can we be expected to trust a neutral as an international arbiter in all possible cases, when he admittedly hesitates in what seems to us the most self-evident case

there could be? If the ultimatum to Serbia was not unjust, what ultimatum will be considered unjust? If the invasion of Belgium was not provocative, what conceivable human act can ever be called provocative? It is substantially to this question that the *Nation* addresses itself in the following words—

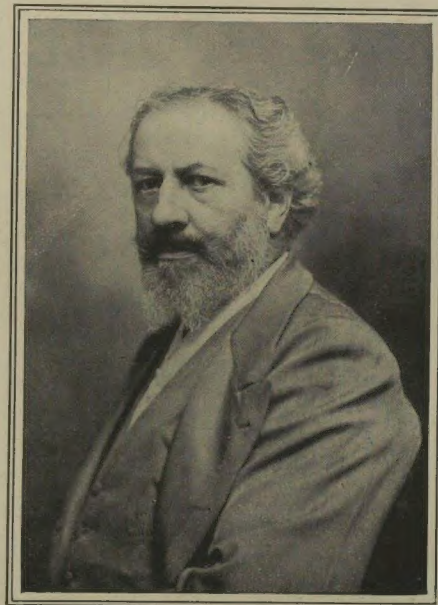
These criticisms were always, to our thinking, a little unfair. This war was so swift and, in some respects, so accidental in its origin, the entry of some Powers was so automatic and of others so calculating, that America had reason to distinguish it from the kind of conflict which she foresaw as a possibility after the creation of the League of Nations. This war rose not in defiance of what Mr. Wilson has called “the court of the whole world's opinion,” but largely because no such court existed. It is one thing to promise to act against a rebel who defies an organised world, and quite another to take a share in a conflict which is the culmination of a long anarchy.

To take the practical points first, I cannot think the writer disposes satisfactorily of any of them. He catalogues certain features as peculiar to this war; but surely every one of them might appear, and probably would appear, in any of the wars with which the League of Nations might deal. He says this war was swift; and so it was—as the leap and blow of an assassin are generally as swift as he can make them. But is the peace league to leave an assassin alone, so long as he assassinates swiftly? He says the war was partly accidental; and such a murder always is partly accidental. It is exceedingly accidental for the man who is murdered, in the sense that he has not generally participated to any great extent in the design. And though the murderer's act was not accidental, he will certainly, if he is a murderer of intelligence, say it was accidental. He will say so, and apparently he is likely to be believed. But is the peace league to be paralysed by any accident, or by any act that is called an accident? Is the august tribunal to frame no firmer sentence than the proverb of not crying over spilt milk—or spilt blood? I cannot see why the crime of the future should not be quite as rapid or look quite as fortuitous. If anything, there would be a new reason for doing what one had to do quickly, like Macbeth, and attributing it to accident, like King Claudius. Then the writer says that in the case of this war “the entry of some Powers was so automatic and of others so calculated.” When a bludgeon has been carefully calculated to knock out a man's brains, the desire to avoid it often produces an automatic action in the man's arm. But would not any attempt to upset the new international order presumably be a calculated attempt? And would not the first resistance to it be largely an automatic resistance? And will the great League of Nations be quite helpless and impotent to deal with any quarrel in which anybody has been calculating and anything has been automatic? Then the writer adds, with a strange innocence, that “America had reason to distinguish it [the present war] from the kind of conflict which she foresaw as a possibility after the creation of the League of Nations.” This would seem to mean that America could make up an imaginary international problem which could be quite easily solved, and on that ground refused to have anything to do with the sort of international problem which really demands to be solved. The reformers are not only to invent a new kind of peace, but to live in hopes that other people will invent a new kind of war.

It is not my meaning that nothing can be done towards an international understanding that may avoid such tragedies. My single point is that the first business of an understanding is to understand. And, if it cannot understand the quarrel with Prussia, it cannot understand anything. As I shall explain in a moment, there is a real hope of some human co-operation by which such conflicts can at least be made more improbable. But the co-operation of humanity must presumably be for the condemnation of inhumanity; and if it does not possess that instinct, at the instant and on the spot, it is something less than human. And when inhumanity walks naked in the sun and stinks to the four winds of heaven, I shall judge a man by how he judges of it; I shall decline to trust him if he remains cold, if he

quibbles about accidents and automatic entrances, and begins at once to make excuse; or excuses, if not the other man for being a criminal, at least himself from being a judge. If he is doubtful in this matter, he shall not be made ruler over ten cities; he shall not be made a judge and a ruler over us. There is one thing I shall ask first from any such international judge—a judgment upon the fact before our eyes, and a judgment against the tyrant and the tormentor of the weak. Here is a very simple entrance examination, and the first exercise in his primer. If he is really so impartial that he cannot see any difference between St. George and the dragon, he is much too impartial to be just.

The larger error of the *Nation* can be found in its last phrase, “a conflict which is the culmination of a long anarchy.” Prussian aggression was not in that sense the culmination of a long anarchy; it was the interruption of an old though imperfect order. There was a unity in the soul of Christendom, which survived the unity of its body. It did imply certain points of agreement about chivalry and equality of dealing, which might have been solidified into something like a league of Christian nations. It was Prussia that first broke away from the soul as well as the body of Christendom, uttering bleak and ugly blasphemies against the very ideas of knighthood and brotherhood. If there be a common spirit in the blood and baptism of our whole civilisation, that spirit has already pronounced sentence upon the Prussian. We shall lay the foundation for a European unity by ratifying that sentence, not by attempting to reverse it. If we set up any international ideal



A GREAT FRENCH ARTIST: THE LATE CAROLUS DURAN.

The brilliant portrait-painter who died on Sunday, at the age of eighty, was of humble birth, but became by his genius world-famous as a painter, especially of women, his sense of colour and of form enabling him to evolve veritable masterpieces. Our photograph suggests a strong likeness to the late Sir Frederick Leighton, and he was also like him in the possession of a courtly manner and a fondness for dressing picturesquely. He will live as one of the great painters of the last years of the Second Empire and the early decades of the Republic.

Photograph by Elliott and Fry.

on oblivion of this, we shall be building a palace of ice upon a lake of fire. It is idle to say that we must not build upon the bad passions of this war. They were not all bad passions; and to build on good passions repressed is to ask for revolution. If peace and unity can indeed come, they must not deny, but rather make eternal, the emotions we had when we first heard that the frontier was broken and the corpse of an old peasant hanging from a tree beyond Liège.



# NEW MONEY—£700,000,000! A GREAT LONDON WAR LOAN RALLY.

DRAWN BY OUR SPECIAL ARTIST, S. BEGG.



"GERMANY IS WATCHING": THE LORD MAYOR IN TRAFALGAR SQUARE ON THE DAY BEFORE THE LISTS CLOSED.

The Chancellor of the Exchequer, Mr. Bonar Law, announced in the House of Commons on February 19 that, although it was not yet possible to give the exact figures of the War Loan, the new money subscribed, apart from contributions from banks, would certainly amount to £700,000,000. The great rally in Trafalgar Square on February 15, the day before the lists closed, doubtless did much to swell the total. The number of people present was roughly estimated at from eighty to a hundred thousand. Every inch of space outside the civic enclosure was occupied, including the plinth of the Nelson Column, the backs of the Landseer lions, the fountains, and even a row of posts, whose occupants, shown in the background of the drawing raised above the crowd, looked at a distance

like a line of statues. The Lord Mayor (seen speaking from the rostrum on the left) came in procession from the City with other civic dignitaries, preceded by the band of the Welsh Guards. Those of the Coldstream and Grenadier Guards were also present. After the Lord Mayor's speech, the Dean of Westminster offered prayers. Speeches followed by the Premier of New Zealand and Mr. Will Thorne, M.P., whose resolution, "That this vast gathering affirms that it will continue to support the war until victory is achieved," was carried with tremendous enthusiasm. The assembled choirs then led the hymn, "O God, our help in ages past," and the meeting closed with the National Anthem and three cheers for the King.—[Drawing Copyrighted in the United States and Canada.]



# OPENED BY THE KING: THE SCHOOL OF ORIENTAL STUDIES.

PHOTOGRAPHS OF THE SCHOOLS BY SPOT AND GENERAL; PORTRAIT BY HUGH CECIL.



THE LIBRARY OF THE NEW SCHOOL OF ORIENTAL STUDIES.



DR. E. DENISON ROSS, C.I.E., DIRECTOR OF THE SCHOOL.



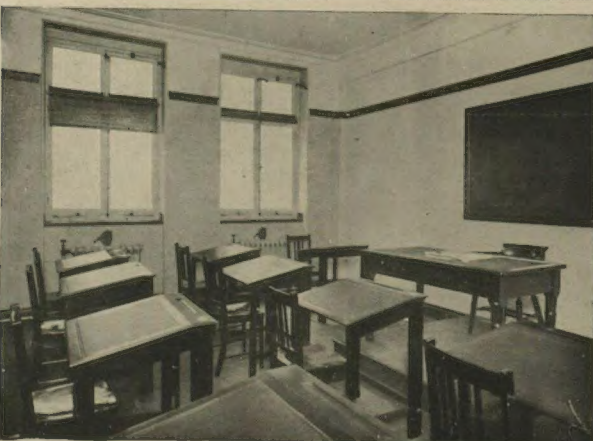
HITHERTO THE LONDON INSTITUTION: THE EXTERIOR AND MAIN ENTRANCE.



ON PASSING THROUGH THE ENTRANCE-DOORS: THE COLONNADED OUTER HALL.



FOR CERTAIN LECTURES AND DEMONSTRATIONS: THE CENTRAL THEATRE.



WHERE HINDUSTANI IS TAUGHT: A SPECIAL STUDENTS' CLASS-ROOM.



WHERE SPECIALIST-PROFESSORS WILL ATTEND: THE GENERAL LECTURE-ROOM.

"The creation of an Oriental School in London," said Lord Curzon at a Mansion House meeting just three months before the war began, is "part of the necessary furniture of Empire." Lord Curzon was drawing attention to the damaging effect of our comparative neglect of Oriental languages in the face of German competition in commerce. For years there had been such an institution in Berlin, as well as others at Paris and Petrograd, completely equipped and maintained by the State. Happily, England has moved now, and to good purpose, in London. February 23 was fixed for the King to visit the City and formally open the new buildings of the British Empire's "School of Oriental Studies," of which his Majesty had also previously consented to become Patron. The School was established by Royal Charter in June last, in direct connection with

London University. Parliament helped with a money grant. Its announced purpose is "to give instruction in the languages of Eastern and African peoples . . . and in the Literature, History, Religion, and Customs of those peoples, especially with a view to the needs of persons about to proceed to the East or to Africa for the pursuit of study and research, commerce, or a profession." The buildings, which provide Lecture-rooms, Class and Study rooms, and a large Library, are in Finsbury Circus, E.C. (at the London Institution), not far from the Bank of England. Dr. E. Denison Ross, the Director, is prepared to see intending students daily between 11 and 1, or by appointment at any time, or to give every information by letter. The present term began on January 16, and classes got to work at once, a fact that in itself is of significance.



## "EARTHED" ON A FRENCH TRENCH-PARAPET: A GERMAN AEROPLANE.

PHOTOGRAPH SUPPLIED BY ILLUSTRATIONS BUREAU.



WINGED IN THE AIR: THE WRECKAGE OF AN ENEMY 'PLANE CAPSIZED AND SMASHED ON THE PARAPET-CREST OF A FRENCH FIRE-TRENCH.

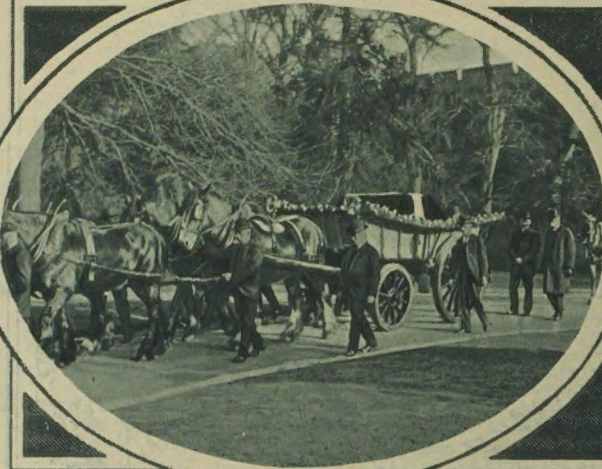
It must have been, to use an everyday expression, "the time of their lives," for certain French soldiers when they witnessed the enemy aeroplane tragedy whose finale is shown here. For those manning the portion of trench nearest the spot on the parapet at which the German 'plane descended (some must have been, indeed, almost directly below the falling machine while coming down) the uncertainty to the last where the machine would crash to earth could hardly have failed to cause a sensation that would try the strongest nerves. A good proportion of the German aeroplanes winged over the

Allied lines have, it has been told in published letters, fallen much as that seen here fell; quite close to, or almost on, the fire-trenches, or on "No Man's Land." Some, hard hit and disabled, dropped almost perpendicularly from right overhead. Others (most of them it would appear), crippled while in flight, came down and landed "short" in a vain effort to reach their own lines. Sometimes, also, the machines, capsized on impact, crumpled up and crushed into a tangle of torn canvas, buckled wires, and snapped stays, the 'planes under the overturned nacelle.



# THE FUNERAL OF THE FIFTEENTH DUKE OF NORFOLK, EARL MARSHAL.

PHOTOGRAPHS NOS. 1, 3, 4 AND 6 BY SPORT AND GENERAL; NOS. 2 AND 5 BY ILLUSTRATIONS BUREAU.



PASSING THROUGH THE GROUNDS OF ARUNDEL CASTLE: THE SIMPLE CORTÈGE OF THE LATE DUKE OF NORFOLK.



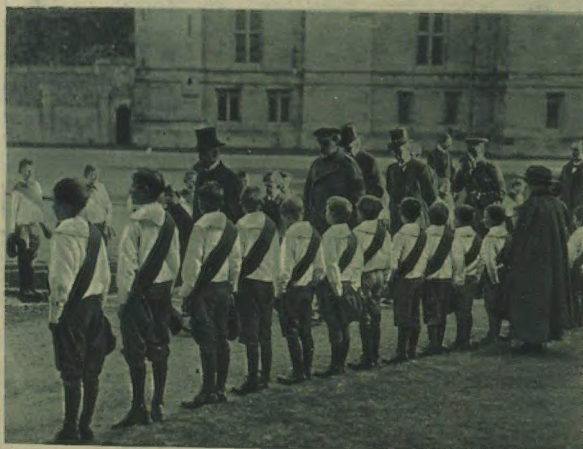
PASSING CHILDREN OF ROMAN CATHOLIC SCHOOLS: THE COFFIN BEING CARRIED INTO THE CHURCH.



MOURNERS: THE EIGHT-YEAR-OLD EARL OF ARUNDEL (NOW SIXTEENTH DUKE OF NORFOLK); LORD EDMUND TALBOT; AND OTHERS.



SIGNS OF THE DEAD DUKE'S RANK: BEARERS OF HIS GRACE'S CORONET AND OTHER INSIGNIA.



PASSING CHILDREN OF SOME OF THE LOCAL ROMAN CATHOLIC SCHOOLS: MOURNERS.



BORNE ON A FARM-WAGON: THE COFFIN WITH THE MORTAL REMAINS OF THE FIFTEENTH DUKE OF NORFOLK.

Arundel Castle, and the hill on which it stands overlooking the rolling downs and the sea, was the scene of an historic funeral when, on February 15, all that was mortal of the fifteenth Duke of Norfolk was buried in the Fitzalan Chapel, adjoining the parish church. The flag of the late Earl Marshal hung at half-mast over the Norman Keep, and, in simple dignity, the funeral procession of the dead Duke made its slow progress to the Church of St. Philip Neri, where an impressive service was held before the actual

interment. The King was represented by Viscount Sandhurst, the Lord Chamberlain. The Duchess was not in the procession, but visited the grave and sprinkled holy water upon the coffin. The service—which was rich in solemn beauty, and at which the new Duke (now Earl Marshal and Chief Butler of England) and his uncle, Lord Edmund Talbot (who may act as Deputy Earl Marshal until the new Duke comes of age), were present, with Lady Mary Fitzalan-Howard, the eldest of the three daughters of the late

*(Continued opposite.)*



## THE PASSING OF A GREAT NOBLE: FUNERAL OF THE DUKE OF NORFOLK.

PHOTOGRAPH NO. 1 BY L.N.A.; NO. 2 BY ILLUSTRATIONS BUREAU.



LEAVING ARUNDEL CASTLE: THE COFFIN OF THE LATE DUKE OF NORFOLK BORNE ON A FARM-WAGON.



PASSING BOY SCOUTS OF THE NEW DUKE OF NORFOLK'S OWN TROOP: THE LATE DUKE'S CHARGER FOLLOWING THE COFFIN.

*Continued.*

Duke—was celebrated by Bishop Amigo, Bishop of Southwark, assisted by Bishop Mostyn, as deacon, and Canon MacCall as sub-deacon; Bishop Butt, Bishop-Suffragan of Westminster, representing the Cardinal-Archbishop, who was in Rome. The clergy in their robes of white and gold and purple, the gleam of candles, the grand Gregorian music, lent beauty

and dignity to the scene, and the final note of stateliness was sounded when Garter King of Arms, in full heraldic splendour, proclaimed from the altar steps the style and titles of the dead nobleman, whom all had loved and honoured for his simple, kindly nature, but who was none the less a "most high, most noble, most puissant prince."



# "AN HIGHWAY SHALL BE THERE": STEAM AND PETROL IN MESOPOTAMIA.

PHOTOGRAPHS BY TOPICAL.



AS IN LONDON STREETS: "W.D." MOTOR-LORRIES IN MESOPOTAMIA TO CONVEY TROOPS FROM PIER TO CAMP.



A "NINE ELMS" SPRUNG UP IN A MESOPOTAMIAN DESERT: A CORNER OF A LARGE RAILWAY YARD.



THE "IRON HORSE" TO WIN "DOMINION OVER PALM AND PINE": A TYPE OF LOCOMOTIVE USED IN MESOPOTAMIA.



BRITISH ENGINEERING IN MESOPOTAMIA: A TYPE OF LOCOMOTIVE MUCH USED FOR LIGHT-RAILWAY WORK.



PETROL POWER IN MESOPOTAMIA: A MOTOR-LORRY BEING LOADED WITH RIFLES FOR THE FRONT.



MARTIAL MUSIC AND MOTOR-LORRIES: BANDSMEN OF A WELL-KNOWN INDIAN REGIMENT OFF TO THE FRONT.

The prophecy of Isaiah, that "the wilderness and the solitary place shall be glad for them, and the desert shall rejoice. . . . And an highway shall be there, and a way," is being fulfilled by the British Army in Mesopotamia in a manner hardly foreseen by the prophet. Sir Percy Lake told, in his despatch covering the period up to his handing over the command to General Maude, how at Basra great embankments or "bunds"

had been constructed, saving an area of 48 square miles from floods, and how wharves had been built enabling ocean-going steamers to come alongside and unload. "Two railways," he added, "are now in course of construction. Lieut.-Col. J. H. White and his assistants are pushing on both lines with much zeal and energy, in spite of considerable difficulties in the transport of materials."



## RUNNING THE GAUNTLET TO THE TRENCHES: THE HOT-SOUP MAN.

OFFICIAL PHOTOGRAPH.



ENSURING THE FOOD SUPPLY UNDER FIRE: THE NEW SOUP-CONTAINER, AS CARRIED BY ONE MAN TO THE TRENCHES, STRAPPED ON A SOLDIER'S BACK.

There are times and places at the front when, for one reason or another, it proves all but impossible to get badly wanted hot food to the men in the fire-trenches in ordinary ways. To meet that difficulty, a method has been adopted by means of which single food-carriers are employed. Their duty is to "run the gauntlet," as it were, with a supply of hot viands sufficient for the time being to go round. Enough is carried by each man on the special duty to satisfy the needs of a certain number of his comrades, and with a number of such carriers at work, all are able to get their food. The

apparatus is shown in the illustration above, in which one of the cook's staff of a battalion is seen filling the metal container holding the supply from one of the soup-wagons which has been brought up as near to the fire-trenches as it is considered just then advisable to approach. Helmeted against stray bullets, with bombs attached to his belt so as to be ready to take his place in the ranks of the section he belongs to when his present task is fulfilled, the soldier shown is only waiting for the food-container strapped on his back to be full before he starts off on his errand.



“WE CARRIED OUT A SUCCESSFUL RAID TO-DAY”: ONE OF THE FREQUENT BRITISH ATTACKS ON GERMAN TRENCHES.

DRAWN BY  
A. FORESTIER.



OUR CONSTANT ATTRITION OF THE GERMAN LINES BY LOCAL RAIDS: BRITISH

TROOPS BOMBING THEIR WAY INTO A GERMAN TRENCH ON THE WESTERN FRONT.

Trench-raids have been a constant feature of operations on the British front all through the period between the cessation of bigger attacks and their recent renewal. Of late raids have been increasingly frequent, even during the recent severe spell of frost and snow, and our troops have obtained many notable successes in enterprises of this kind. Accounts of such raids have figured daily in the British official communiqués. Thus a despatch of February 18, after stating that 773 prisoners had been taken in the larger advance at Miraumont recently, continued: "We entered the German positions during the night south-west and also north-west of Arras, south of Fauquissart, and north of Ypres. We inflicted many casualties on the enemy, blew up a machine-gun, and brought back 19 prisoners." In the previous day's despatch it was stated: "We carried out two raids this morning south of Neuve Chapelle and north-east of Ploegsteert, where our troops reached the enemy's second line. A large number of Germans were killed and many dug-outs and a machine-gun were destroyed. We captured a few

prisoners in each case." Again, a day or two earlier, it was announced: "Another very successful raid was carried out by our troops this morning north-east of Arras. We penetrated some 250 yards into the enemy's defences, and reached his third line of trenches. Two machine-gun emplacements and a number of dug-outs were completely destroyed, and many of the enemy were killed in dug-outs, which they refused to leave. We captured 40 prisoners and a machine-gun. Our casualties were very light." Since the beginning of the year raids have also been carried out, among other places, at Gueudecourt, Serre, Souchez, Sailly, Grandcourt, Beaumont Hamel, Beaucourt, Loos, Transloy, and Hulluch. Our drawing illustrates a typical trench-raids in the snow. In the foreground is a German trench in which British bombs are bursting, and the occupants are either resisting with machine-gun or rifle, holding up their hands in surrender, or retreating. From the background the British troops are seen coming over the parapet through the torn wire, bombing and firing.—[Drawing Copyrighted in the United States and Canada.]



# THE END OF A U-BOAT: SINKING A HOSTILE SUBMARINE BY BOMBING IT.



AN interesting account of the methods adopted by the Allied Navies to counteract the German submarine menace is given in our Paris contemporary, "L'Illustration," by M. Raymond Lestonnat. The following is a translation of his article, slightly condensed: "The enemy's declaration of a blockade of the coasts of the British Isles, France, and Italy suggests that they are using an important number of submarines to attempt so vast an operation. They will need many to ensure the relief service and replace missing boats, for our Allies and ourselves have not failed to take the measures necessary to thwart their movements and destroy as many of them as possible. There are two ways of destroying them—by traps, and by explosives. A trap is a net of the kind that is moored across a passage or channel, to protect the approach to a port or roadstead. In some cases, where the locality does not lend itself to the establishment of a permanent barrier, light nets would be employed, drawn by trawlers which, so to speak, patrol the under-sea. The nets give good results. The British have, in that way, captured an important number of submarines of small displacement. Explosives—mines, shells, or torpedoes—are in general use. Mines form part of fixed defences, like nets, over which they possess this advantage—that while the latter sometimes allow their prey to escape, mines infallibly sink any craft that comes into contact with them. The shell is the offensive weapon used at a distance; but in order to sink or damage a submarine by gun-fire one must get within range while it is navigating on the surface, and have a chance of hitting it in less than a minute, for it needs no more time than that to disappear, and then it has only to fear a weapon that acts under water. When the submarine is navigating submerged, even if its periscope permits of estimating its depth, it is almost impossible to hit it with a self-propelled torpedo, because the latter, with its horizontal trajectory, and constructed with a view to attacking a surface vessel, is designed to act at

much too shallow a depth. It thus became inevitable to seek a weapon capable of exploding at great depth and permitting of a vertical attack upon a submarine while either flying or floating above it. The naval aeroplanes entrusted with the search for submarines have for a long time past been provided with bombs which they discharge when a submarine is navigating on the surface, or when weather conditions and the clearness of the water enable them to see it when submerged. Several submarines have been sunk by this means. On board patrol-boats and destroyers, large bombs can be used, charged with very powerful explosives, and bursting under water at the desired depth by the action of a hydrostatic firing mechanism. The effects can be felt within a radius of 27 yards. At this distance the submarine's hull plates are torn apart and it sinks. Directly a submarine is signalled the patrol-boat steers for it at full speed, and at once opens fire with her guns. The submarine dives to avoid the shots, and proceeds on its course far enough under water to be sheltered from the projectiles. From time to time it makes use of its periscope to get its direction, and take account of its enemy's position. The periscope cutting the water causes a slight wake which does not escape the practised eye of the pursuer. Nor is this the only sign that makes it possible to chase the invisible foe. The submarine, by the movement of its own bulk, creates on the surface of the sea a typical disturbance which those experienced in this exciting sport are able to detect. As a submerged submarine does not travel fast, the pursuer, certain of overhauling it, has only one thing to attend to—not to lose the trail. On arriving above it, he launches his bombs into the sea at intervals of 27 yards, keeping ahead all the time. The missiles thus dropped in the wake of the pursuing vessel explode as soon as they reach the depth for which they have been regulated. When a large patch of oil appears on the water, there is a strong presumption that the submarine has been destroyed."

## THE DESTRUCTION OF AN ENEMY SUBMARINE: A SPECIAL TYPE OF BOMB, USED BY PATROL-BOATS AND SEAPLANES, EXPLODING THIRTY FEET UNDER WATER, AT A SPOT WHERE AN ENEMY U-BOAT HAS BEEN LOCATED.

In the recent debate in the House of Lords on the submarine menace, Lord Lytton, speaking on behalf of the Admiralty, said: "Although this new phase of the submarine campaign is but a fortnight old, the counter-measures which have been provided have already achieved very considerable success. I cannot say more than that, whether in the destruction of hostile submarines or in escape from attack on the part of our own ships, the success is sufficient to justify a very large measure of confidence in the effectiveness of the steps which are being taken." Lord Curzon, as a member of the Board of Admiralty, said: "Admiral Jellicoe and those who are with him are not dissatisfied with the number of German submarines which will be unable to return again to their own shores.

New devices . . . are being invented and perfected which enable us to look with increasing confidence to the future. . . . Every submarine you send to the bottom is not merely a reduction of the enemy's strength by one important unit, but it is a saving of all the ships which that vessel might have destroyed." This interesting photograph illustrates the article quoted above from "L'Illustration," the well-known Paris weekly, whose description of it may be translated as follows: "Submarine hunting: one of the bombs dropped into the sea from a patrol-boat, at the moment when it is calculated to have arrived just over the submarine, exploding at a depth of 32 feet, and throwing up a column of water about 55 feet high, crowned by a cloud of black smoke."



## WINTER SPORT TURNED TO WAR USES: ITALIAN

PHOTOGRAPH BY THE PHOTOGRAPHIC



THE PICTURESQUE SIDE OF ALPINE WARFARE: ITALIAN 'TROOPS ON SKI ZIG-

There has recently been a considerable resumption of activity on the Italian Front, especially in the Carso, where the Austrians attempted an offensive, which was repulsed, in the neighbourhood of Gorizia. Nor have the opposing forces been quiescent in the mountainous regions. A recent Italian communiqué stated: "Desultory artillery actions are reported along the Trentino front. Our batteries shelled the enemy positions on Monte Corno (north of the Loppio Basin) and dispersed enemy supply columns on the northern slopes of Monte Pasubio. . . . Throughout the whole theatre of operations, there have been the usual artillery actions and activity of our patrols on reconnaissance." In connection with this remarkably picturesque photograph, we may recall a description of mountain warfare, and the Italian soldier's equipment for it in the matter of foot-gear, given by a military correspondent of the "Times." "Over

## MOUNTAIN TROOPS ADVANCING OVER SNOW ON SKI.

SECTION OF THE ITALIAN ARMY.



ZAGGING IN SINGLE FILE ACROSS A SNOWFIELD IN THE HIGH MOUNTAINS.

nine-tenths of Italy's frontier," he writes, "the war is Alpine, and it must be allowed that Italian soldiers have brought the art of mountain fighting to a degree of perfection which it has never attained before. The Italian Alpine group varies in strength and composition. It usually has the local Alpine battalions reinforced by the mountaineers of Piedmont, and completed, when necessary, by line infantry, who usually act in the lower valleys, leaving the high peaks to the mountaineers. . . . The Alpini wear a good hob-nailed boot for ordinary service, but for work on the ice the heel of the boot is taken off, and an iron clamp with ice-nails substituted. For mountaineering feats they often use the *scarpe da patto*, or cat shoes, made of string soles with felt uppers, which are more lasting than the Pyrenean straw sandals. . . . They use racquets or ski on the snow, and carry either the alpenstock or the ice-axe."





THE CHURCH OF ST. SOPHIA AT THE  
BY THE LATE JUSTINIAN, AN ARCHITECT AT ROME.

MEETING OF THE FAMOUS METROPOLITAN CHURCH OF THE GREEKS AT CONSTANTINOPLE:  
THE ARCHITECTS, ANTHEMIUS OF TRALLES & ISIDORE OF MILETUS.

BEFORE CONSTANTINOPLE WAS TAKEN BY THE TURKS IN 1453,  
& THE CHURCH BECAME A MOSQUE: ST. SOPHIA.

## SCIENCE JOTTINGS.

OUR KINSMEN THE SENUSSI

OUR armies are now spread over such a vast area, and so much is happening here in the West, that we are apt to overlook one or other of our many expeditions in more distant parts of the field, any one of which, in earlier days, would have entitled us to consider ourselves seriously "at war." Now and again we have been reminded that interesting events were taking place in Egypt, but even then we were apt to forget that our hold there was being threatened both from the east and the west. Few probably realised, indeed, that Egypt, for a long time at the beginning of the war, was in far greater danger from invaders on her western frontier than ever she has been by reason of the Turkish threat against the Suez Canal. But such is the fact.

Lured by German gold, Sidi Ahmed, the Sheik of the Senussi, hitherto inspired by the most friendly feelings towards us, was induced, towards the end of 1915, to muster a force of some 30,000 men, with a leaven of Turkish troops and German officers, for the purpose of wresting Egypt from us; in which task, of course, they were to be assisted by the Turks massed in the Sinai Peninsula.

The earlier episodes of the campaign, and the brilliant work achieved by the most variegated force which has ever operated under the British flag since the war began, are now matters of history. Perhaps its most stirring episode was the hundred-mile raid of the Armoured-Car Division, under the Duke of Westminster; though even this may be eclipsed when details come to hand of the final rout of the enemy in the Libyan Desert which took place during the early days of February.

Sidi Ahmed, with perhaps a few followers, is a fugitive, hiding in the most inhospitable desert in the world. He has now time to reflect on his past glories, which we also may contemplate with interest. The Senussi, of whom he was chief, now form a tribe of Arabised Berbers, tracing their origin to Sidi ben Ali ben Es Senussi, born somewhere about 1791. He was a man of high intelligence and of great piety. In 1835 he founded a monastery near Mecca, migrating thence in 1843 to Cyrenaica, and finally, to escape the pressure of the Turks, who had become jealous of his power, to Tarabuh, some thirty miles north-west of the beautiful Oasis of Siwa, which, during the latter half of last year, formed the stronghold of Sidi Ahmed. Sidi

ben Ali was succeeded by his second son, born in 1845, under whom the Senussi cult spread northward into Constantinople and eastwards into India. But it attained its greatest hold in the eastern Sahara and central Sudan, though it is without followers in the Anglo-Egyptian Sudan.



CHIEF OF THE GENERAL STAFF OF THE BELGIAN ARMY:  
LIEUTENANT-GENERAL RUQUOY.

General Ruquoy, who recently succeeded the late General Wilemans as Chief of the General Staff of the Belgian Army, was a Colonel when the war began. He was wounded in the siege of Antwerp, and again on the Yser. In May 1915 he was given the command of a Division. Recently his son was killed almost under his eyes.

Belgian Official Photograph.

It is not so much, however, with the Senussi and their religious tenets that I am concerned here as with the people of whom they form but a small section, or rather faction. For us these people have a quite exceptional interest, for they include the whole of the people now living along the northern sea-board of North Africa, from Egypt on the east to Morocco on the west. Commonly they are described as "Arabised Berbers." That is to say, they are of the Berber race, more or less modified by the introduction of Arab blood. As a matter of fact, this Arab element is largely cultural—that is to say, three-quarters of the "Arabs" of North Africa are really Berbers speaking Arabic and professing Mohammedanism, introduced into Mauritania by the Moslem irruption of the seventh century, though the infiltration of the Arabs began as early as the first and second centuries of our era.

The Berbers—represented to-day by the Moors, Kabyles, Tuaregs, and so on—are really Libyans, a branch of the great Mediterranean race which forms the basis of the population of Great Britain and Ireland at the present moment. Many of these people are scarcely darker than the average South European, while some are as fair as the inhabitants of Northern France. Their prehistoric, "neolithic" ancestors buried their dead in dolmens, as was the custom of the time in our islands, and the skulls obtained from this source exhibit a striking likeness to the skulls of Ancient Egyptians who were their contemporaries.

The Arab blood which now pervades the Berber peoples, however, is not so alien as would seem, since it is pretty certain that the Arab is but a branch of the Mediterranean stock; thus we ourselves may claim a distant relationship with these children of the desert.

How closely knit is the history of Northern Africa with that of Europe is shown by the numerous monuments spread over the land from Tripolitana to Morocco, in all respects agreeing with the cromlechs, dolmens, and menhirs of Andalusia, Gaul, and Britain, witnessing the invasion of the alien Asiatic "Armenoid" and the Phœnician trader. To them we owe the introduction of the metals—and the Ministry of Munitions! In fighting the Senussi we were not fighting "savages," but a people closely akin to our own; but in fighting the Turk we are coming to blows with an entirely alien race of whom I propose to speak on another occasion.

W. P. PYCRAFT.



THE SCIENCE OF THE CAMERA FOR WAR RECORDS: IN THE BRITISH SECTION OF THE ALLIES' WAR PHOTOGRAPHIC EXHIBITION AT MILAN.

The Allies' War Photographic Exhibition at Milan has proved an immense success, and arrangements have been made to repeat it in Rome and all the other chief Italian cities. Six Governments sent official contributions, and it is thus a practical symbol of Allied unity and co-operation.

Photograph by Strazza.



## MARKETING BEHIND THE LINES: A SOLDIERS' "TUCK-SHOP."

DRAWN BY A. FORESTIER, FROM MATERIAL SUPPLIED BY AN EYE-WITNESS.



BUYING FROM THE LOCAL CHILDREN: BRITISH SOLDIERS PURCHASING LITTLE LUXURIES ON THE WESTERN FRONT

"The British Commander-in-Chief began by paying a warm tribute to the hospitality of the French population, who always give the British troops a reception marked by sincere friendship." With these words one of the foreign correspondents to whom Sir Douglas Haig granted the recent interview in which he spoke with such absolute confidence of the approaching Allied victory everywhere, prefaced his quotation of the Field-Marshal's words on the coming year's campaign. From the first landing of the original British Army in France, in August 1914, nothing could exceed the heartiness with which the people of France, of all classes, have welcomed the British soldier. It is so to-day, and in

a marked manner in the smaller towns and villages behind the front, where many of the British battalions in reserve are in cantonments. In spite of language obstacles also, quite a thriving business in a small way is carried on daily in these places between the local tradesfolk and their temporary visitors. As our illustration shows, the children of some places help to add to their parents' means of livelihood by hawking round among the soldiers small luxuries, such as cheap chocolate and cigarettes, and fruit, mostly winter-apples, the produce of the neighbourhood. Bargaining is satisfactorily managed somehow, by means of finger signs and nods, or shakes of the head.—[Drawing Copyrighted in the United States and Canada.



## WHERE "OPERATIONS" HAVE BECOME MORE ACTIVE": TRANSPORT AND OTHER SCENES NEAR SALONIKA.

OFFICIAL PHOTOGRAPHS.



LIGHT RAILWAYS BUILT FOR SUPPLY TRANSPORT: TRUCK-LOADS OF PROVISIONS DRAWN BY MULES GOING UP TO THE FRONT.



"ROAD CONSTRUCTION AND ROAD MAINTENANCE HAVE BEEN CONTINUOUS": ROYAL ENGINEERS MAKING A BRUSHWOOD CAUSEWAY THROUGH A FLOODED AREA.



THE MULE AS LOCOMOTIVE ON A LIGHT RAILWAY: GIVING THE ANIMALS A PUSH-OFF WITH THEIR TEN-TON LOAD.



THE SLEDGE AS A TRANSPORT VEHICLE FOR CROSSING DEEP MUD: AN IMPROVED METHOD OF CARRYING TIMBER.



WHERE THE WELCOME LETTERS AND PARCELS FROM HOME ARRIVE: SORTING THE MAIL AT A FIELD POST-OFFICE.



IN A VILLAGE RECENTLY CAPTURED BY OUR TROOPS: BRITISH SOLDIERS ENGAGED IN CONSTRUCTING A STREET BARRICADE.

In a recent French official report from the Balkan front, it was stated that "the weather having improved a little, operations have become more active. There was artillery fighting on the Struma and the Vardar. British raids on Palnis and in the region of Doiran resulted in the capture of some prisoners." Of this raid Mr. G. Ward Price writes: "Our position on the group of hills south-west of Doiran has always been one of the most active corners of the long British line in the Balkans, and during Saturday night (February 16) an interesting operation was carried out with full success against the Bulgarian trenches on the hill known as the Petit Couronné there. The enemy resisted the attack with determination, but was gradually driven out of the whole of his defences—a redoubt on the west side of the hill. Though the Bulgarians had already lost heavily, they attempted several vigorous counter-attacks, but our troops retained the captured positions." In a later despatch, Mr. Ward Price mentions that heavier fighting had also occurred on the Italian section of the Allied

Balkan front, and that the Germans were using, for the first time in that theatre of war, flame-projectors, poison-gas, and gas-bombs. As our photographs show, mud has been just as much of an enemy in the Balkans as on the Western front, and various devices have been adopted to cope with it. Light railways have been constructed and brushwood causeways built across flooded land. In some cases, sledges have been found useful, as on the sands of the Egyptian desert. In connection with all this work on transport and communications it may be recalled that General Milne wrote in his last published despatch from Salonika: "The peculiar conditions that obtain in this country have called from the Royal Engineers work of an arduous and important kind, demanding the constant application of improvised methods. Road-construction and road-maintenance have been continuous." General Milne also mentioned that the Engineers had had to construct many bridges, owing to the sudden rise of the rivers in rainy weather.



## FOR KING AND COUNTRY: OFFICERS ON THE ROLL OF HONOUR.

PHOTOGRAPHS BY ARMY AND NAVY AUXILIARY, SWAIN, FALL, WINDOW AND GROVE, LAMBERT WESTON, ELLIOTT AND FRY, HILLS AND SANDERS, LAFAYETTE, ROBINSON, BROOKE HUGHES, AND RUSSELL.



LIEUT.-COL. H. M. CLIFF,  
Royal Dublin Fusiliers. Mentioned in  
despatches, 1915. Officially reported killed.



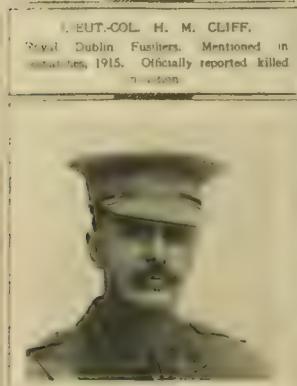
LIEUT. GEORGE E. R.  
BROWNE,  
Royal Naval Reserve. Lost  
his life at sea. Aged 27.



CAPT. J. D. GRAFTON-  
WIGNALL,  
Punjab. Son of Mrs. Grafton-  
Wignall, Philbeach Gardens.



MAJOR BERTRAM J. WAKLEY,  
Loyal N. Lancs Regt. Son of Mr. Henry  
Wakley, Eastbourne. Fought in S. African  
War; both medals, 5 clasps.



CAPTAIN W. H. P. GILL,  
Army Service Corps. Son of late William  
Gill and of Mrs. Gill, The Pipers, Wakerley,  
Stamford.



CAPT. A. H. W. BURTON,  
Lincolnshire Regt. Son of  
Mr. W. F. Burton, Coltho  
House, near Wragley.



CAPTAIN G. S. STIRLING,  
Argyll and Sutherland High-  
landers. Son of Mrs. Stirling,  
Gerrard's Cross.



CAPT. G. E. BARCLAY,  
K.O.R. Lancs Regt. Son of  
late Robert Barclay and of  
Mrs. Barclay, Albury Heath.



CAPTAIN G. A. PRIDEAUX, M.C.,  
Somerset L.I. Son of Mrs. Prideaux, Talbot  
Square. Mentioned in despatches. Officially  
reported killed.



CAPTAIN JOHN J. HORSFALL,  
Duke of Wellington's Regiment. Resided  
at Eiland, Yorkshire; late of Shanghai.  
Officially reported killed.



CAPT. H. H. A. COOKE,  
Connaught Rangers. Son  
of Rev. E. A. Cooke, Vicar  
of Brentford.



MAJOR THOMAS SMITH,  
D.C.M. (South Africa), R.  
Scots Fusiliers. Son of late  
Alexander Smith, Stonehouse.



CAPTAIN ARMYTAGE P.  
BOSANQUET, M.C.,  
D. of Cornwall's L.I. Son of  
Rev. Claude C. C. Bosanquet.



CAPTAIN R. EYRE BRYANT,  
Durham L.I. Son of Mrs. Bryant, The  
Hayes, Corbridge on Tyne. Officially  
reported killed.



MAJOR JOHN A. CRICHTON,  
Hampshire Regt. Son of Colonel the Hon.  
Sir Harry Crichton, A.D.C., of Netley Castle,  
Netley Abbey, Hants.



LIEUT.  
W. GERALD MARTIN,  
K.R. Rifle Corps. Son of Mr.  
Edward Martin, Forest Row.



CAPTAIN M. J. SAVORY,  
Duke of Wellington's Regt.  
Son of Mr. and Mrs. E. J. C.  
Savory, Woking.



2ND LT. R. P. MEADE,  
Rifle Brigade. Son of Capt.  
and Mrs. Percy Meade,  
Earsham Hall, Norfolk.



CAPTAIN CHRISTOPHER P. EVERARD,  
Highland L.I. Son of Mr. and Mrs.  
Philip Everard, of Milton, Dulverton,  
Somerset.



LIEUT. A. MCINTOCK,  
Duke of Wellington's Regt.  
Son of Mrs. McIntock,  
Upper Bedford Place.



LT. W. DE H. ROBINSON,  
M.A. M.C.  
Border Regt. Formerly Asst.  
Master, Christ's Hospital.



LIEUT. M. C. WARLAND,  
Wiltshire Regt. Has been  
officially reported as having  
died of wounds.





".... Shaking my hair from my eyes, I lifted my head and tried to look boldly round the darkened room; at this moment a light gleamed on the wall. Was it, I asked myself, a ray aperture in the blind? No; moonlight was still, and this stirred: while I gazed, it glided up to the ceiling and quivered over my head..... I thought the swift darting beam was a herald of some coming vision from another world. My heart beat thick, my head grew hot; a sound filled my ears, which I deemed the rushing of wings; something seemed near me; I was oppressed, suffocated; endurance broke down; I rushed to the door and shook the lock in desperate effort....."

CHARLOTTE BRONTË,  
in "Jane Eyre."

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the bravest—fear  
the dark.

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Old Time  
Melody



## When Baby is Teething

TEETHING is a worry to many mothers. The first group should appear between the sixth and eighth month. Delay is often a sign of backwardness in general nutrition and development. Attention to principles of feeding and health is imperative. Give Baby something hard to bite. The 'Allenbury's' Rusks were introduced for this purpose; when eaten dry they mechanically aid the cutting of teeth. Babies reared on the 'Allenbury's' Foods Nos. 1, 2, 3 and Rusks thrive steadily from infancy to robust and healthy childhood.

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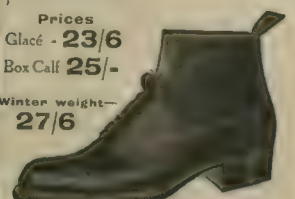


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## LADIES' PAGE.

OF course, women ought to be "conscripted" as much as men! But then they should be put to the work that is suited to their capacities, including intellectual labour of all kinds, and should be equally paid with men. Stalwart girls of the domestic class should do the muscular work for which natural build and years of use have fitted them, and women of university education, who now, volunteering for work, find they are called on for rough physical labour only, should be given all those duties suited to their probably delicate physique and strong mental capacity. At the same time, there are many young women both delicately nurtured and well educated, who are also of the physically strong and robust order, and can, and therefore should, put in hard, muscular work. Viscountess Wolsley writes, from her farm at Glynde, Sussex, urging this sort of girl to "hear the call of the land, and do not let it be pushed aside." She knows of farms on which the athletic, stalwart hockey-playing and hunting ladies can be trained for food-production. But this training ought to have been begun two years ago, when over a thousand women replied to a similar appeal, put out by Miss Irene Miller, and were promptly refused by the Board of Agriculture, to my personal knowledge. Now there is so much that they are wanted to do, urgently and instantly, without time for proper preparation and for growing accustomed to the novel conditions, Lady Wolsley is just bringing out a book entitled "Women and the Land," to urge Englishwomen to take up gardening and farming in future. But the call is instant!

Pay for women's work is apt to be calculated on a very meagre scale, and we all know that work on the land is not a well-paid occupation at the best of times. Under the Government scheme of which Lady Wolsley is Vice-President for E. Sussex, the women volunteering to work on the land now are required to give a month for training free, except that their board and lodging is arranged by the farmer, who on his part receives for his trouble from the county funds 12s. 6d. per week, and also the benefit of such services as the pupil-novices can render. At the end of the month, if the farmer's confidential report is satisfactory, a paid situation is found for the neophyte; but she must not expect, I am told, more than a wage of one pound a week, without board and lodging. I suggested that a girl could not find even home and food for that sum, with things at their present prices; but the young lady official assured me that cottagers can be found to supply food and bed for 12s. 6d.; even if so, it is obvious what sort of "keep" it must be. But then it is not "a business proposition." It is a call to patriotism, to meet dire national necessity. As Mr. Prothero puts it, "We are a beleaguered city, and we must act under the fullest consciousness of the fact." To help to produce food and to save in its daily use are our duties. One urgent problem is how to induce the "separation allowance" women—the hundreds of



A GRACEFUL EVENING-GOWN.

Composed of black velvet and night-blue Ninon. The upper part of the deep belt is embroidered with jet. The sleeves are of fine cream lace.

thousands, young and robust, who used to work for wages before the war—at once to return to labour. They will not go for coining in newspapers, while they get what for them is a good weekly income for merely stopping at home. Yet their work is necessary to avert disaster.

There will be no great changes of fashion this spring, and we shall adopt no "freak" fashions whatsoever. Simplicity of line and detail is *à la mode*. The one real novelty and success of this war period, the coat-frock, or one-piece dress, has not exhausted its vogue, but is being made as much as ever. A little longer than now, and not very wide in the skirt, the severe outline just relieved by some fancy buttons or simple braid ornaments, such spring garments are coming out, very practical and useful, and it shows that our good sense has been evoked by the conditions. The leading decorative feature is two large outside pockets, put on so as to hang out loosely from the skirt, and often much embroidered or braided. A girl clever with the needle can embroider these pockets, and a little hand for collar and cuffs to match, for herself in her leisure moments; and a quite plain cloth, thin serge, or gaberdine coat-frock is thus at once, smartly finished off. Indoor frocks are to be made on much the same lines, in one piece, with large waists—or rather, no waist at all. Often a corsage, whether attached to the skirt or separate, is cut to fall in straight lines like a mediæval cuirass, and this will be a favourite style with those who must have something new. The waist-line is often dropped some inches, to set loosely over the hips—that is to say, a straight corsage is cut to reach some six or eight inches below the natural waist-line, and the skirt is fulled on to it at that point. This, of course, entirely does away with any real waist; a long, straight line is continuous from the shoulder to below the hip.

When a definite but still quite loose marking of the true waist-line is preferred, a Russian blouse or straight-cut gown, tied to the figure of course, is held in by a plain, loosely tied sash, with ends falling at one side or in the centre of the figure at choice. Such a sash is regarded as sufficient trimming in many models, and being soft and loosely tied, so that it has no drag upon it, is sometimes made of chiffon, either hemmed at the ends or finished with a silk tassel or a bead ornament. The sash, being in small quantity, can be of a very light shade of the same or contrasting colour, and if the dress be of a plain dark material, and the chiffon light, perhaps cut from an old dancing-frock now no longer needed, the *ceinture* serves for all ornament—and has the advantage that it can be changed at will, too, for variety. Another idea that makes for war-time economy is to be in use—namely, a deep hem to a skirt in another material and possibly a different colour from the rest; a collar of the sailor variety, or narrow revers beside a cut-down throat, and small cuffs, would be added to harmonise. Surely all these little ideas—betrimmed pockets, loosely tied waist-scarves, different hems—must have the praise of being economical and simple to admiration!

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by supporting home industries. You will thereby help to foster National trade and keep down imports. Practically all Robinson & Cleaver's productions are manufactured at home from materials obtained within the United Kingdom. Their linens are recognised as the best for a generation, and are offered at manufacturer's prices, thus saving you the middleman's profit.

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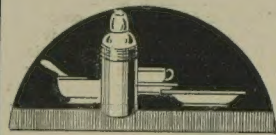
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Write to-day for a free copy of our latest Illustrated Catalogue of household linens, fancy linens, towels, handkerchiefs, etc. Our "Green Book of Damasks" will be sent free to all intending purchasers upon application to Robinson & Cleaver, Ltd., 40 D, Donegall Place, Belfast. Branches in London and Liverpool.

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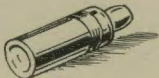




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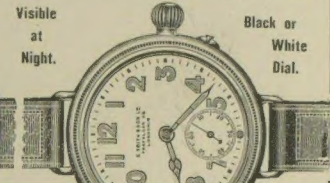
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No more Broken Watch Glasses! WHY??  
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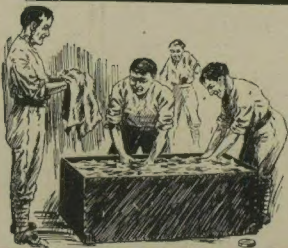
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A couple of interesting  
pictures from the Front.



## WRIGHT'S COAL TAR SOAP



The **SOLDIER'S SOAP.**

Include a supply in the next  
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Price 4d. per Tablet.

Box of Three Tablets, 1/-.

Many people who first tried Gong Soups on a meatless day now serve one of the twelve varieties every other day. Besides being delicious and easily prepared, Gong Soups save shillings every week.

**TWELVE DIFFERENT VARIETIES:**

Scotch Broth	Mulligatawny	Ox Tail	Green Pea
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All one Price.

# Gong Soups



## Delta

"ONE pair, Madam," the manageress regretfully told Mrs. Bayley, "is all we can let you have. We are sorry."

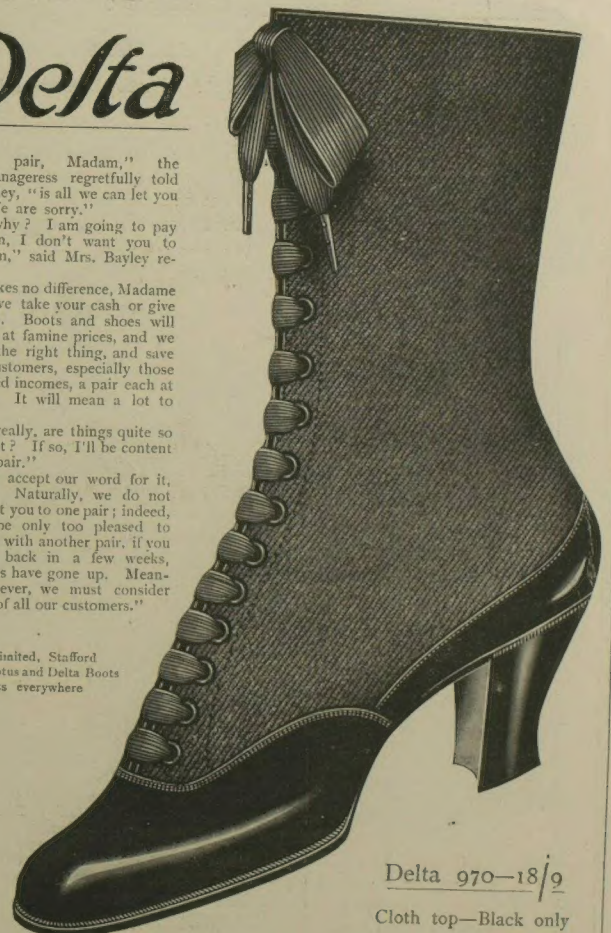
"But why? I am going to pay cash down, I don't want you to book them," said Mrs. Bayley resentfully.

"It makes no difference, Madame whether we take your cash or give you credit. Boots and shoes will shortly be at famine prices, and we must do the right thing, and save all our customers, especially those with limited incomes, a pair each at old prices. It will mean a lot to them."

"But, really, are things quite so bad as that? If so, I'll be content with one pair."

"Please accept our word for it, they are. Naturally, we do not like to limit you to one pair; indeed, we shall be only too pleased to supply you with another pair, if you will come back in a few weeks, when prices have gone up. Meanwhile, however, we must consider the wants of all our customers."

Lotus Limited, Stafford  
Makers of Lotus and Delta Boots  
Agents everywhere



Delta 970-18/9

Cloth top—Black only



## THE CHRONICLE OF THE CAR.

Women Taxi-Drivers for London.

The expected has happened, and the Commissioner of Police has consented to the licensing of women as taxi-cab drivers. It is not many weeks ago that I expressed myself as being against the employment of women in this, one of

the attitude of the men towards the innovation has been demonstrated to be such that the whole sympathy of the public will undoubtedly be with the women. In the past the taxi-driver has not at all deserved well at the hands of the public. The latter has not forgotten the way the men went on strike, on a very flimsy case, a year before the war, nor the manner in which they have disregarded their solemn obligations since. Nor have they increased the affection of the public for them by their insolently independent attitude since the war caused a shortage in the number of cabs available for public service.

To my way of thinking, they have considerably worsened their case now, by threatening to withdraw ten men for every woman employed by the companies, and thus, in the words of their Union, to render the women "economically useless." How beautifully chivalrous! If this is not trade unionism at its very worst, then I do not know what it is. There is this comfort about it, that it will alienate the last vestiges of sympathy the public might have had for them. Personally, I do not often use taxicabs, but for the future I will take care of one thing, and that is that when I have occasion to use one, it will be driven by a woman. If the

public generally will do this as far as possible, it will not be long before the men are brought to their senses.

#### The Motor on the Farm.

The efforts that are being made to ameliorate the food position by the cultivation of more land have directed a great deal of attention to the possibilities of the agricultural motor. The "farm tractor" is being boomed as though the one way to salvation lay through the bringing into use of numbers of these engines. So much has been said regarding their potentialities, most of it of a partially informed, and therefore misleading, character, that Mr. S. F. Edge, who is now in control of the Agricultural Machinery Department of the Ministry of Munitions, has thought it advisable to announce that, in order to avoid inevitable disappointment and loss through the employment of unsuitable types, his

department will at any time be pleased to give advice and information to those who are in any way interested.

This is unquestionably a move in the right direction. The agricultural motor has made comparatively little headway in this country, and we therefore know very little about its possibilities. At the present moment, American makers of these farm-tractors are advertising their wares over here, and it is quite natural that, in view of the shortage of labour on the land, the British farmer should be looking at the new idea with less conservative eyes than might otherwise be the case. Now, it is not every soil that lends itself to economical cultivation by motor. Under one set of circumstances the motor will show a very substantial saving in comparison with the horse. Under other conditions, the motor is entirely out of it in the matter of cost. It is here that Mr. Edge and his department come in. They have collected all the available data, and Mr. Edge has had a great deal of practical experience in farming by motor.

#### A Talbot Appointment.

Mr. A. White, until recently a member of the managerial staff of Lloyd's Bank, has been appointed Secretary of Clement-Talbot, Ltd., in succession to the late Mr. Thomas Long. W. W.



DOING GOOD SERVICE IN THE DESERT: A WOLSELEY CAR IN MESOPOTAMIA.

Our photograph is of exceptional interest just now, as it shows a "Wolseley" staff car in a village on the lines of communication in Mesopotamia. The modern neatness and fine finish of the car emphasise the picturesqueness of the natives in their national dress.

the most exacting forms of motor service. Taxi-driving in the traffic of London is one of the most nerve-racking occupations imaginable and, to my way of thinking, the longer women could be dispensed with in it the better for all. However, I will not traverse the arguments pro and con. The cab service of London has become so attenuated, and the men, to put it plainly, have become so utterly intolerable in their attitude to the public whose servants they are, that something had to be done to bring about an amelioration of conditions which have rapidly been going from bad to worse. For a long time the women have been agitating to be put on level terms with men in the matter of cab licences. Until now, the Commissioner has resolutely set his face against the granting of the demand, but, apparently, circumstances have been too much for him, and he has had to give way. Whether the woman cab-driver will prove to be a success remains to be seen; and although I have been against her employment, on principle, now that she is, so to say, an accomplished fact, I sincerely hope she will succeed. For one thing, in thus aspiring to render public service in an exceedingly arduous calling, women have shown themselves to be possessed of an admirable spirit, and a high sense of public duty. For another,



A HANDSOME CAR IN A BEAUTIFUL SETTING: A NAPIER ON HAMPSHEAD HEATH.

The fine car shown here is a very handsome Pullman saloon-body car, 30-35-h.p. six-cylinder Alpine model, by the well-known firm of D. Napier and Son, Ltd., 14, New Burlington Street, W. The body, which was built by the Cunard Motor and Carriage Co., Ltd., is arranged to open from the front V-shaped screen, and lies flat back. This model Napier has earned the reputation of being a perfect town carriage, silent and smooth-running, and it is also capable of undertaking the longest journey.

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## Physiological Laxative.

The only agent that effects the functional "re-education" of the Intestine.

Constipation  
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Cleanses the Intestine,  
Prevents Appendicitis & Enteritis  
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Preserves the harmonious curves  
of the figure.

#### Medical Reports:

Académie des Sciences  
(Paris, June 26, 1909)  
Académie de Médecine  
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are a positive 'social danger.' But with JUBOL there is no risk of this kind, and in a very short time JUBOL will effect a real 're-education' of your intestine, which is now suffering from the ill-effects of purgatives."

JUBOL, Price 5/- per box (complete course of six boxes, 25/6). Prepared at Chatelain's Laboratories, Paris. Can be obtained from all Chemists and Drug Stores, or direct, post free, from the British and Colonial Agents, HEPPELLS, Pharmacists and Foreign Chemists, 164, Piccadilly, London, W., from whom can also be had, post free, the full explanatory booklets, "Scientific Remedies," and "Treatise on Diet."

# URODONAL

## Dissolves Uric Acid

Eliminates Urea.  
Stimulates the  
Kidney Functions.  
Dissolves Stones.

URODONAL dissolves uric acid as easily as hot water dissolves sugar; it cleanses the liver, purifies the blood and tissues, imparts suppleness to the arteries, and prevents obesity by oxidising fat.

URODONAL also cleanses the kidneys, which it frees from the presence of uric acid crystals and all the toxins and impurities which injure the renal tissue; it also removes obstructions.

Numerous experiments have proved the great efficacy of URODONAL and have established its constant action. Eminent members of the French Medical Faculty, as well as of other countries, have duly recognised the therapeutic value of URODONAL, which has likewise obtained the sanction of many leading members of the English Medical Profession.

URODONAL stimulates nutrition and modifies the arthritic diathesis. The children of arthritic parents undoubtedly inherit the tendency to rheumatic disorders, and URODONAL alone can counteract this.

Those who regularly take URODONAL avoid Rheumatism, Migraine, Gout, Sciatica, Stones, Obesity, etc., and maintain the youthful condition of their arteries.

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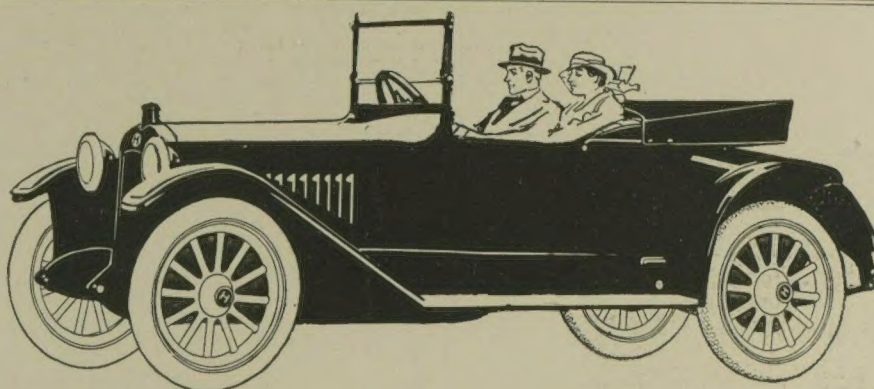
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Those who know and realise the pain and distress of uric acid diseases might well look upon URODONAL as the gift of an angel, sent to relieve their sufferings, and safeguard them against future attacks of their dread enemy.





The mark of superior  
motor car service



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WE can demonstrate to you that a car of the greatest comfort—a really luxurious car—need not necessarily be costly to buy nor to maintain.

It would be difficult for you to imagine a car that rides more easily than the Hupmobile, or one that provides more completely for the comfort of the passengers.

You sit on cushions ten inches thick, made of genuine

leather over curled hair and the most resilient cushion springs we can buy.

The long wheelbase, the semi-elliptic springs—long and almost flat—the oversize tyres confer a riding smoothness that is not excelled.

These features are doubly valued when you know they are to be had at a moderate price—quality considered—and at a maintenance cost remarkably low.

### Brief Hupmobile Specifications

Hupmobile Models: 5-seater, 7-seater, 2-seater, sedan, and 5-seater and 2-seater with detachable winter tops. Motor: Four-cylinder, 95 m/m bore, 140 m/m stroke. (3 $\frac{1}{2}$ " x 5 $\frac{1}{2}$ "). Transmission: Three forward speeds and reverse; multiple disc clutch. Rear Axle floating type, spiral bevel gear. Cam-shaft and crank-shaft bearings, bronze shell, babbitt lined. Long wheel base (119" on 2 and 5 seater, 134" on 7-seater.) Tyres 875 x 105 m/m or 34" x 4" on 2 and 5 seater, 920 x 120 m/m or 35" x 4 $\frac{1}{2}$ " on 7-seater. Electric starting and lighting; ventilating, rain vision screen; one-man hood; quick-acting side curtains; door curtain carriers; deep upholstery; speedometer; ammeter; robe rail, foot rail and carpet in tonneau; non-skid tyres on rear; five demountable rims; tyre-carrier, pump, jack and full set of tools. Magneto ignition, wire wheels, special colours, khaki hood and seat covers at small additional cost over list price of car.

**HUPP MOTOR-CAR CORPORATION, Detroit, Michigan, U.S.A.**

Sole Concessionaires British Isles—WHITING, LTD., 334-340, Euston Road, London.

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## On War Service.

THE popularity of the Daimler Car is exemplified by the large fleets of Daimler Ambulances on service. A large number of these vehicles have been presented by private citizens and bear their donors' names—a list of patriots headed by His Majesty the King and Her Majesty Queen Mary.

The Daimler Company, Ltd.,  
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## Sunbeam Supremacy on every hand

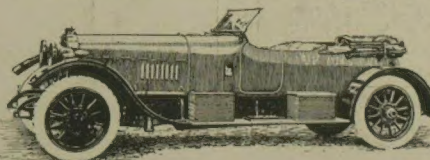
supreme on land—supreme in the air—Sunbeam productions are nobly upholding the reputation of British engineering skill as is represented in the

# SUNBEAM

cars and ambulances as well as  
SUNBEAM — COATALEN  
AIRCRAFT ENGINES

The fact that the entire output of Sunbeam works is still being retained for Military and Naval purposes, signifies the soundness of Sunbeam productions.

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## THE PLAYHOUSES.

## "SEVEN DAYS' LEAVE." AT THE LYCEUM.

WHAT Lyceum playgoers expect, and have been taught to expect, from a Melville drama is a succession of thrills, and they get them in "Seven Days' Leave," the hero of which is made to pack into a week more excitement than some persons would care to encounter in a lifetime. There is the excitement of gaining a girl's consent to be married, and then being incontinentally dismissed. There is his ordeal of having to make love to a woman-spy, and seeing his sweetheart, as a consequence, snatched up by a rival. There are his troubles and his wound at the hand of a sham Belgian refugee, whose plot is to carry off the English artillery officer to Germany by submarine and make him betray secrets about English guns. But, after all, it is Mr. Walter Howard's heroine, perhaps, who is granted the beau rôle of the play, for does she not swim out to sea by night to give the signal which causes the submarine to rise to the surface? And it is certainly for the audience that is reserved the greatest thrill of all, watching as it does at a comfortable distance the spectacle of searchlights being trained on the U-boat and destroyers' guns battering it to pieces. The straightforward story is straightforwardly acted by Mr. Alfred Paumier and Miss Annie Saker as hero and heroine, by Miss Gladys Mason and Mr. J. C. Aubrey as a pair of spies, of whom the woman has all the courage; and by Mr. Leslie Carter as a Colonel who serves as chorus, so to speak, of the play. There was wildly enthusiastic first-night applause.

## "THE CATCH OF THE SEASON." AT THE PRINCE'S

That old favourite, "The Catch of the Season," wears remarkably well, although it is a dozen years old. So fresh and tuneful is its score that it is the new numbers interpolated to render it more topical which seem as if they could be spared; while, as for the story, is it not a

variant on that story which can never grow old, "Cinderella"? Even the Gibson girls, who might be thought to date the piece, have their uses, and are appropriately retained as a reminder of pre-war modes in musical comedy. But, of course, an entertainment would have to be very old-fashioned to appear so while it enjoyed the services of such mercurial vivacity, such youthful energy as Mr. Seymour Hicks always shows. He is at his best in

costumes and scenery as might grace the première of a new production.

It is something desirable, in these times when domestic conditions have been often made more difficult than before, to know of a really pleasant hotel at moderate prices, and such a one is the Barkston Hotel, Kensington. It faces the Barkston Gardens, one minute from Earl's Court Station, and is only twelve minutes by tube from Piccadilly and the West End. It has a hundred recently refurbished and redecorated rooms, with handsome suites overlooking the Barkston Gardens.

In view of the changes made at the formation of the present Government, exceptional interest attaches to the new edition, for 1917, of "Debrett's House of Commons and the Judicial Bench" (Dean and Son), the fifty-first annual issue of this useful book of reference. It contains, of course, the new Ministry, and full details of all changes in the personnel of the House of Commons during the six years' life of the present Parliament. One passage in the preface is also memorable: "Several M.P.s on active service have been mentioned in despatches and awarded decorations; while in the Obituary will be found the names of nine members who have been killed in action or died as the result of active service, two more are prisoners of war, and another is reported missing."

Cricketers have "played the game" for their country on the grim field of war with splendid patriotism, as is shown in the long Roll of Honour included in the new 1917 edition of "Wisden's Cricketers' Almanack." The most famous cricketing name on the list is that of Lieutenant K. L. Hutchings, who was killed in action last September. The ordinary obituary also contains a number of well-known names. Cricketers look forward to another blank season this year as regards first-class cricket, but it may be hoped that there are brighter days in store for the national game.

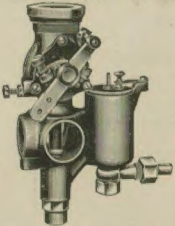


ON THE WESTERN FRONT: GUNNERS AND THEIR "MASCOT."—[British Official Photograph.]

this revival—delightfully natural in his courtship scenes, and full of happy improvisations. His best supporter is a little boy-actor, Master Charles McConnell, whose mock-heros in the rôle of the love-sick page provide first-rate fun, all the better for being quite unforced. In Miss Ellaline Terriss's place we have Miss Isobel Elsom. There is some pleasant singing from Miss Alice O'Brien, some hearty acting from Miss Mary Rorke, and such

included in the new 1917 edition of "Wisden's Cricketers' Almanack." The most famous cricketing name on the list is that of Lieutenant K. L. Hutchings, who was killed in action last September. The ordinary obituary also contains a number of well-known names. Cricketers look forward to another blank season this year as regards first-class cricket, but it may be hoped that there are brighter days in store for the national game.

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